

E Street Corridor sBX BRT
San Bernardino, California
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 15.7 Miles, 16 Stations
Total Capital Cost (\$YOE):	\$191.71 Million
Section 5309 Small Starts Share (\$YOE):	\$75.00 Million (39.1%)
Annual Forecast Year Operating Cost:	\$4.10 Million
Opening Year Ridership Forecast (2014):	5,600 Average Weekday Boardings 1,000 Daily New Riders
Overall Project Rating:	Medium-High
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium-High

Project Description: Omnitrans, the transit provider in San Bernardino County, and the City of San Bernardino are proposing to construct a bus rapid transit (BRT) project along E Street in San Bernardino. The proposed BRT project would provide a dedicated bus travel lane through the majority of the corridor connecting California State University at San Bernardino (CSUSB), downtown San Bernardino, the City of Loma Linda, the Loma Linda University Medical Center and the VA Hospital, where the project would terminate. The project includes improvements to E Street to accommodate exclusive BRT operations and 14 new low-floor buses. Service would operate at 10-minute headways during weekday peak periods and 15 minute off-peak headways.

Project Purpose: The E Street Corridor sbX Project is intended to provide improved transit service and amenities for a large number of existing transit riders, as well as to attract new riders. Many residents in the corridor have low incomes or are transit-dependent: 27 percent of the population lives below the poverty line and 16 percent of the households in the corridor do not have an automobile. The Corridor is home to about 138,200 people and more than 74,600 jobs. The Omnitrans sbX would improve travel time for existing transit riders in San Bernardino, and serve as the centerpiece for economic development efforts in the region.

Project Development History, Status and Next Steps: The City of San Bernardino began an alternatives analysis in early 2004 to evaluate transportation options in a corridor served by Omnitrans Route 2, the highest performing bus route in the Omnitrans system. Omnitrans considered a variety of transit alternatives to serve the corridor from the CSUSB campus, through downtown San Bernardino, and south to Loma Linda. In December 2005, local stakeholders selected an exclusive guideway BRT as the locally preferred alternative. During 2005 and 2006, Omnitrans worked with local stakeholders to identify funding sources and station locations. FTA approved the project into project development in December 2007, and issued a Finding of No Significant Impact in September 2009. Omnitrans anticipates receiving a Project Construction Grant Agreement during the spring of 2011.

Locally Proposed Financial Plan

<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal:		
Section 5309 Small Starts	\$75.00	39.1%
FHWA Flexible Funds (CMAQ)	\$21.00	11.0%
Section 5307 Urbanized Area Formula Funds	\$45.61	23.8%
STIP Funds*	\$14.34	7.5%
State:		
Proposition 1B General Obligation Bonds	\$10.83	5.6%
Transit Assistance Fund	\$5.00	2.6%
Local:		
San Bernardino County Measure I Sales Tax	\$5.48	2.9%
Cities of San Bernardino and Loma Linda (Permit Fee Waivers)	\$7.10	3.7%
Local Transportation Fund Sales Tax	\$6.36	3.3%
Private Developer In-Kind Contributions	\$0.98	0.1%
Total:	\$191.71	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

* State Transportation Improvement Program (STIP) funds are state-administered Federal flexible funds augmented by state gas tax and other revenues. These funds are passed from the state to local transportation agencies as STIP funds, but all Federal requirements apply.

CA San Bernardino, E Street Corridor sbX BRT
FY2012 Financial Assessment Summary prepared November 2009

Factor	Rating	Comments
Local Financial Commitment Rating	Medium-High	
Non-Section 5309 New Starts Share (20% of summary financial rating)	Medium-High	The New Starts share of the project is 39.1 percent.
Project Capital Financial Plan (50% of summary financial rating)	Medium-High	
Capital Condition (25% of capital plan rating)	Medium	The average age of Omnitrans' bus fleet is seven years, which is in line with the industry average. Omnitrans has never issued bonds.
Commitment of Funds (25% of capital plan rating)	High	The majority of capital funding is committed. Sources include Federal Section 5307 formula funds, Proposition 1B general obligation bonds, state transit assistance funds, State Transportation Improvement Program funds, local transportation sales tax funds, Measure I sales tax revenues, permit fee waivers from the Cities of San Bernardino and Loma Linda, and private developer in-kind contributions.
Capital Cost Estimates, Assumptions and Financial Capacity (50% of capital plan rating)	Medium-High	Assumptions in the capital plan are in line with historical trends. Measure I sales tax revenue assumptions are more conservative than recent historical experience. The project's cost estimate reflects a high level of design and includes adequate project contingency.
Project Operating Financial Plan (30% of summary financial rating)	Medium-High	
Operating Condition (25% of operating plan rating)	Medium-High	Omnitrans' current ratio of assets to liabilities as reported in its most recent audited financial statement is 2.3. Omnitrans is in good operating condition, with positive cash balances in 2007 and 2008.
Commitment of Funds (25% of operating plan rating)	High	All operating funds are committed. Sources include local transportation funds, Measure I sales tax revenues, fare revenues, and advertising and investment income.
O&M Cost Estimates, Assumptions, and Financial Capacity (50% of operating plan rating)	Medium	Operating cost assumptions are consistent with historical trends. Fare revenue assumptions are optimistic compared to historical experience. Other operating revenue assumptions including state and local subsidies are in line with historical trends.

E Street Corridor sbX BRT

San Bernardino, California

Project Development

(Land Use and Economic Development Rating based upon Information accepted by FTA in November 2007)

LAND USE RATING: Medium-Low

The land use rating reflects the population and employment densities within ½-mile of proposed station areas:

- Total employment served by all stations along the BRT project is 37,000, including the small downtowns of San Bernardino and Loma Linda which contain approximately 8,500 and 2,300 jobs respectively. The average population density for all station areas is 4,400 persons per square mile. Parking is generally available for free or at low cost.
- The proposed project corridor traverses the most intensively developed portions of the Cities of San Bernardino and Loma Linda and the San Bernardino Valley. Land uses and densities are varied along the corridor, and include two major university and medical campuses, low to medium density residential development, the historic downtown core of San Bernardino, and office complexes surrounded by surface parking. Most of the corridor is pedestrian-accessible, with sidewalks, signalized crossings, and amenities such as street trees and landscaping.

ECONOMIC DEVELOPMENT RATING: Medium-Low

Transit-Supportive Plans and Policies: Medium-Low

(50 percent of Economic Development Rating)

- During the E Street Corridor planning process, Omnitrans worked closely with the cities and corridor stakeholders to locate the stations at major existing activity centers or in areas with potential for transit-supportive uses. In addition, the LPA report includes transit-supportive land use guidelines as well as conceptual plans for six station areas.
- San Bernardino adopted a new general plan in 2005 which includes transit-supportive principles, including mixed-use development and incentives for pedestrian amenities and shared parking. In general, the highest densities of development are targeted towards the sbX corridor. Loma Linda has drafted a general plan with transit-supportive principles.
- Some commercial zoning categories allow mixing of uses. Both cities in the corridor are developing revised zoning regulations consistent with their general plan updates.
- The City of San Bernardino has incentives in its General Plan, such as density bonuses, to promote transit supportive uses and design. Nearly all of the proposed stations are in areas in which tax increment financing and other development incentives can be utilized. However, no examples were provided of the application of these incentives to leverage transit-supportive development.

Performance and Impacts of Policies: Medium-Low

(50 percent of Economic Development Rating)

- While several recent examples of transit-supportive development have occurred in the Southern California region, none were noted within the E Street Corridor. A major mixed-use redevelopment project is planned for the site of an aging mall in downtown San Bernardino and a proposed intermodal transit center will include joint development opportunities.
- A large portion of the proposed station areas (4,000 acres) lies within designated redevelopment areas. Commercial or institutional buildout of these areas could result in close to 30 million square feet and over 45,000 housing units of new development. Portions of Riverside and San Bernardino Counties are expected to add more than one million residents in the next 20 years, seeing the greatest percentage of growth in population for period 2000 to 2025 in the Southern California region. However, to date, there is little evidence that local growth is transit-supportive.

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